

## DECEMBER 2006

In December BRS welcomed Mike Squires from Stratford on Avon on his first visit to the Society. He stepped in at short notice when the advertised speaker was admitted to hospital. Mike is a member of the Gloucestershire Warwickshire Railway and a keen member of the Narrow Gauge Society. His presentation was a slide show entitled "1967 – 1977: The Transition Years". It was divided into four sections, British Rail steam, British Rail diesels, industrial railways, and preservation and rail tours. Mike admitted to being a fan of the Southern Region but he tried to give a wider geographic coverage in each of the sections.

The first section was a tour around the country in the later days of steam. There were interesting shots taken in the north east featuring Q6s and Austerities. It was not surprising that some lines were closed in those days: Mike told of a trip he made on the footplate of an Ivatt which was pulling an single empty coach on a rural service. The presentation also reminded us that as the steam age was closing, diesels were also being cut up at Barry Yard.

A Barnstaple lad, Mike was lucky enough to ride the footplate from his hometown to Torrington. In the second section, we were shown good shots of diesels operating after the demise of steam, including a Class 25, Warship, Westerns (now long-withdrawn) and a Metro-Vic replacing a failed loco.

The section on industrial railways was particularly interesting. Here the locations were most varied - from British Aluminium in Fife, passing through the coalfields of England (including Cadley Hill) and Wales and then down to Falmouth Docks. There were engines both ancient and modern and he included shots of crane-tanks and two Paddy trains. Mike made an interesting observation on the colour of the locomotive pulling three open wagons at a sewage works!

The last section on the early days of preservation was really comprehensive covering lines such as Bluebell, Kent & East Sussex, Torbay, Foxfield, Severn Valley, Keighley & Worth Valley, and North Yorkshire Moors, with interesting additions from Barry, Didcot, Tysley, Leighton Buzzard, Cadeby Rectory, Port Madoc, Snowdon and the Isle of Man. Notably, there were 'Princess Elizabeth', 'Cookham Manor', and Cadbury no.1 at Ashchurch in its early days; 3205, 43106 and 5764 running over weed-grown tracks on the Severn Valley; rare shots on shed at Ashford in its brief use as a preservation centre; locos in KVV's own adopted (short-lived) livery; and, in the Isle of Man in 1974, locos on display at St Johns and Douglas station complete with its roof. Mike noted sadly that in those days there was no running in winter, thereby depriving photographers of the chance of taking the most atmospheric photographs.

The coverage of the early rail tours was equally comprehensive. There was a record of 'King George V' breaking the ban on steam operation on mainlines in 1971 and of the railway celebrations at Shildon in 1975. His shot of 'Sir Nigel Gresley' being cleaned only on one side in preparation for photo opportunities the next day, raised the laugh of the evening.

In the past it has not been unusual for speakers to have spoken out against the restrictions imposed by Health and Safety regulations or by those "infected by fear of H & S", but Mike spoke out strongly about "the twin evils of Mr Health and Mr Safety". He mused over the fact that the UK was perhaps the only country in the world that had to fence in (and now barricade) its railways. It was a truly interesting combination of slides.

## NOVEMBER 2006

Our presenter for the November meeting, Les Nixon, comes from a railway family but was steered away from continuing the family tradition by his engine driver father. His Dad told his young son, "There is no fun at all in driving a loose-coupled freight, tender first, into a howling gale at four o'clock in the morning." Les dutifully obeyed his father's wishes and ultimately became an academic lecturing in chemistry. He was fortunate enough to work in Ceylon (now Sri Lanka) and Malaysia and he used them as bases to visit other countries in Asia, Australasia and Africa.

Les was making his 8<sup>th</sup> visit to BRS (see below for his previous topics) – he can be compared to a comet, first spotted in Burton in 1992 and then being seen here every two years, usually in November. But you know straightaway that such a regular guest must be special and Les did not disappoint the 117 people attending with the quality and range of his presentation entitled "The A – Z of Railways".

Using slides he had taken over the past 50 years in the UK and the last 40 years overseas, we were taken alphabetically through the countries of the world he had visited. He said that it was now impossible to see 95 per cent of the views he was showing, but that nearly all the slides showed a 'genuine' train. Les apologised that, with advancing years, he could sometimes forget details of individual shots from his collection of 45 000 slides taken in 53 countries!

He started his alphabetical-tour in the mountains of Austria followed by the pampas, semi-desert and the snow-covered mountains of Argentina. Then on to Belgium, Brazil which he described as an Aladdin's cave, Bolivia, Burma (British signals and gantry), Canada, Ceylon, Chile (a wonderful country), Czechoslovakia where he had complete freedom to access locations, China (two visits), Cuba (almost top of the league), Denmark, Egypt (why don't enthusiasts go there?), Eire, England, France, Germany (four visits), Holland, Hong Kong, Hungary, India, Italy, Java (three trips), Kenya, Lebanon (visited by very few enthusiasts), Malaysia, and Mozambique,

This brought Les to half time when he presented trophies and the shield to winners of the Society's Photographic Competition.

After the break, Les continued with the Netherlands (cheating! see Holland above!), and New Zealand. He didn't have an 'O' so afterwards we suggested another 'cheat' with Osterreich (Austria). Then on to Pakistan (what an interesting country), Peru (the most fantastic railway), Portugal (best place in 1960s for narrow gauge), Poland, no 'Q' because Qatar doesn't have a railway, Rhodesia, Scotland, South Africa, Spain, Swaziland, Switzerland (why don't more people go there?), Taiwan, Thailand, Tunisia (should be more popular), Turkey, USA (still very enjoyable), UK (a bit of a con – but it did have Derbyshire locations), no 'V', Wales, no 'X', Yugoslavia (Les was interrogated there for two days), and Zimbabwe .

Many shots and comments stand out but some of the most memorable were: a slide of a steam loco crossing at grade a totally unprotected Cuban motorway; locomotive no. 22 in Ceylon which as a result of his visit ran with the chalked name 'Mallard' on it; the track in an African town which had to be cleared by traders every time a tram came along; the passenger in an Indian train caught in a compromising position; and the comment that Italian diesels and electrics are an acquired taste!

Les said that Bill Anderson had recommended that a presenter should always show some indifferent or poor slides to make the good ones look even better. On tonight's showing, Les does not need to resort to any such tactic. Thanks for a memorable presentation.

## **OCTOBER 2006**

"Forty-five years of BR Steam in Colour: Pre- and Post 1968" - this was the descriptive and informative title of the presentation at the October monthly meeting. The speaker was Derek Smith from Rugby who was making his first visit to Burton. He was actually here a year earlier than he had expected. Having been booked by Mark for the 2007 programme, he was then almost immediately asked to move forward to cover for another presenter who was unable to attend.

Derek is a former British Railways fireman and took his first colour slide photograph in 1956. Although he had only half a day off from work each week, usually a Tuesday or Wednesday afternoon, he had the advantage of living just north of Rugby Midland station. Despite his proximity to the line, it was another two years before he began to take photographs more regularly. Due to the lack of spare time and only having a bike for getting about, many of his early photographs were taken in and around Rugby. Although his locations were limited, the locomotives he captured were not – 'Duchesses' on the "Royal Scot", Midland Compound 1000 working through from Nottingham to Oxford, and other passenger and freight workings on both the Midland and Great Central lines.

Then, the locations changed dramatically – no doubt due to his having more disposal income available, making better use of his concessionary travel pass, and, very importantly, his purchase of a Vespa scooter! Mexborough, Surbiton, Brighton, Woodford Halse, Crewe, Tysley, Glasgow, Leeds, Carlisle, Grantham, in fact he travelled over all four regions. Local interests were catered for by slides taken at Spondon, Middleton, Edale, and Mickleover. There were also shots of 9Fs on windcutters and a historic record of some of the last workings on the Great Central line. Derek ended the first session with a superb portrait shot of an 8F with its exhaust shooting high into the air.

The second session was a record of steam on BR and preserved lines after the withdrawal of scheduled steam workings on BR. Again the locations were very widely distributed and the list of locos almost endless – 'Maude', 1000, 'Leander', 'Flying Scotsman', 'Lord Nelson', 'Princess Elizabeth', 13809, 'City of Wells', 'Sir Nigel Gresley', 5025, 5305, 5407, 'Mallard', 'Duke of Gloucester', 'George V', 'Britannia' and many more.

It was interesting to note how the technical quality of the slides quickly developed from that first tentative shot at Rugby. All the slides represented a record of steam but very many of them were artistic in quality blending the actual record into an eye-catching memorable composition. As Mark said in his vote of thanks, Derek is truly a master craftsman with the camera and I am sure that everyone would like to see him back here again.

## **SEPTEMBER 2006**

September saw the return of a favourite to Burton – Peter Gray from Torquay who was making his fourth visit to the Society. This time his presentation was “Rails around Wales”. Peter said that he had been uncertain that he had enough material for one show so he had put together slides he had taken mainly in 1959 and 1962, plus some from 1964 and 1965. On return visits to Wales he said that he had targeted lines that were due for closure and ones that he had missed earlier.

The slides themselves were excellent showing not only many aspects of the railways but also the scenery of the principality from the train, the platform and the line. Therefore, he could show us working lines in the fifties and sixties that are now a record of the last few years of steam. To this Peter then added his own commentary of not only what he observed but how he planned his moves from line to line, from connection to connection, changing his itinerary on the move when the weather was against him. He certainly made the maximum use of his Freedom of Wales pass and he was disappointed when he had to use a bus once (even though it was Crosville). But there was obvious enjoyment of travelling from Weston Super Mare to Barry by paddle steamer.

Peter crossed Wales from east to west, and from north to south and back again in his travels, on the main lines and the branches; in the mountains and through the farmlands; along the coast and down the industrial valleys. Mixed in with the slides of Western Region stations and rolling stock were shots of a Mumbles tram (“sadly not preserved”), a Great Orme tram disappearing into the cloud and mist on a summer’s day, industrial steam locos still working in the slate quarry, a signal with a long, thin finial (“an anti-parachutist device?”), uncared for Black 5s in their last working days, and the most amusing slide of all – a Cardiff platform piled high from end to end and beyond with parcels - for no apparent reason.

It was a really entertaining evening and Peter coped admirably with a projector with an aversion to card mounted slides until the problem was solved by Andy during the break. As Mark said in his vote of thanks, one of the features of the presentation was Peter’s eye for detail in his photography, recording features that we, lesser, photographers would have missed.

## **AUGUST 2006**

Richard Derry from Minehead was the guest speaker at the August meeting held on an usually wet evening. On this his first visit to BRS, his presentation was entitled ‘My Adventures with (the magazine) Steam Classic’. Richard was involved with ‘Steam Classic’ for many years and is the author of several BRILL books of facts and figures on individual locomotive classes – the latest being the 9Fs.

The presentation was, unusually for BRS, made in two very distinct parts. The first up to the break was an un-illustrated talk of his railway background and his involvement with the magazine – the people, the assignments, the lines and locomotives. The second was a slide show of photographs he had taken on his travels for the magazine in 1998.

Richard told the audience that he was born in Weybridge in the year that the four railway groups were nationalised. His first introduction to railways was from the early age of 18-

months when his sister left him in his pram to watch the trains go by. Later he became a long-time train-spotter involving unaccompanied trips to all the London termini. He admitted unashamedly that it was still his hobby,

He said that 'Steam Classic' was basically a one-man show run by Peter Herring from his home in Walton-on-Thames. Most assignments were made within a day's travel of Walton but some had a very early start. Despite that restriction many preserved lines could be accessed. The Bluebell was just over an hour's travel away and visits were made to Mid-Hants (where he operated the signal box), Barry Docks Scrap Yard (30 times for Richard), Gloucestershire Warwickshire, West Somerset, Quainton (where he mistook the noise of a JCB for an approaching diesel loco), Severn Valley (his favourite line), East Lancs, Great Central and various places where steam specials were running on main lines. The slides showed views from some of these places.

Richard moved from Weybridge to Minehead and he concluded by offering members a conducted tour of the West Somerset if they were going down to the south-west. Anyone wishing to take advantage of his kind offer should contact Mark Ratcliffe.

## **JULY 2006**

The presenter for the evening was Graham Briggs assisted by his team. Despite the counter-attraction of the World Cup semi-final between Germany and France being on television, there was a good turn out by members. Graham had originally planned to show his own DVDs of steam on preserved lines but decided to augment them with a DVD of steam on main lines. His colleague exhibited stills of some of his work. Members had the opportunity to purchase copies of the evening's DVDs and many others that were on display.

The first half of the programme featured 56 different locos on 15 preserved lines in Great Britain including Kent & East Sussex, Swanage, Gloucestershire Warwickshire, Midland, North Yorkshire Moors (does it always have to rain when the cameras are there?) and West Highland (in sunshine). The second half was a feast of the usual suspects – 'Tangmere', Black 5, 'Duchesses', 'Leander', 'Truro', the 'Duke', and 'Rood Ashton'. There was plenty of local interest with locations at Ambergate, Water Orton, Edale, Chinley, Trowell, Langley Mill, Willington, Branston, Chesterfield and Ratcliffe on Soar. Altogether it was a most entertaining evening and members said that the mix of preserved and main lines gave the right balance to the presentation..

## **JUNE 2006**

Instead of being entertained by a speaker with slides or video, June's meeting took the form of a railway quiz. As usual for this annual event, the number of members and visitors taking part was low compared with other monthly meetings, but the entertainment value was high.

The names of those attending were drawn to form teams of four. There were ten rounds of questions:

Mixed Bag  
Mileages

Railway Numbers  
Counties  
Where is This?  
Locomotive Works  
LMS/LMR  
Diesels in the 1960s  
Tank Engines  
Fun with A3 Names

The descriptions did not give much away, as was intended by our fiendish quizmaster, John Tuffs. The only help given was that Round 3, Railway Numbers, was not confined to loco numbers – very helpful! So, when it came to selecting a round from four to ten on which to play a joker for double points, there was much serious and not so serious debate amongst the teams. Team A wanted to play its joker on the Beer Break. The softer side of the quizmaster was, however, revealed with a couple of questions about ‘Thomas The Tank Engine’ and Friends.

After a couple of hour’s good entertainment, Team C (Mark Radcliffe, Steve Platt (a visitor from Matlock Railway Club), Peter Baumgartner, and John Marsh) with 132 points, closely followed by Team E with 130 points and Team D with 123. The Booby Prize went to Team F. The ‘Last Man Standing’ competition was won by Team G.

## **MAY 2006**

Ray Read from Coventry, assisted by Neville Simms, presented a slide show entitled “Steam in the 1960s – The End and the Beginning”. Ray has a large slide collection of his own and was last here in Burton in the mid-1990s. One of his claims to fame is taking a rare black and white photo of Overseal shed which features in the book “Railways Around Nuneaton”.

The first half included slides taken on various rail tours around the country from 1959 to 1968. The locations were too many to list, but the variety was interesting including Willesden, Neasden, Kings Cross, Dover, Swindon, Wigan, Crewe, Doncaster, York, Carnforth and a visit north of the border.

He started, appropriately enough, with a selection of slides taken in May 1961 on a rail tour of the Burton breweries. Some slides did not have captions and one loco he attributed to Marston’s Brewery – “No, Worthington’s” was the chorus from the audience; not much gets past the BRS members!

Other local places featured as well. Nottingham (on the last day of the Great Central at Victoria Station), Derby, Birmingham New Street, and Coventry, his home town, with an appropriate shot of the ‘City of Coventry’.

The second half featured preserved locomotives on main lines. Ray said that by the early 1970s he was a motorist and was able to access locations denied to him previously, so he could then take photos away from railway stations. Nevertheless, car or no car, he could not escape the elements and was dogged by bad weather as his slides recorded only too well. But the shots were taken: ‘Leander’, ‘Lion’ and ‘Lord Nelson’, ‘Princess Elizabeth’, ‘Duchess of Hamilton’, ‘Clan Line’, ‘Hardwick’, and ‘Scotsman’.

There were even some early diesels, resplendent in full livery without the jarring yellow fronts. And, as some of the shots showed, those were the last days of commonsense before the H&S brigade got into its stride.

## **APRIL 2006**

The meeting on 5 April commenced with the AGM. All the present members of the committee were re-elected. The chairman's address took the form of a review of the year. It was followed by reports from officers of the committee. The society's finances remain sound. Following questions from the floor, the AGM finished at 8.10.

After a short interval, the main business of the evening took place, which was a talk and slide show by Mr Dave Fleming on the subject of 'Engines I Have Known'. Dave is well-known as the author of 'A Burton Railwayman' and his talk drew on the experiences he has written about. A sample of his comments on the 'pluses and minuses' of some of the locos he showed is given below:

Jinty (or Jocko, the term used by railwaymen) – 'a cracking little loco' but suffered from problems of water getting into the sandbox.

3F 0-6-0 tender freight loco – 'brilliant', was much preferred by Dave to Mr Fowler's later 4F because of its easier firing.

Stanier 8F – another 'brilliant' loco but a rough ride could be experienced when they were ready for works attention.

41516 0-4-0 tank – gave him cause for concern when firing due to its apparent alarming drops in pressure, the driver sensing this was a problem for Dave hung his hat over the pressure gauge.

Black 5 – a good engine

LNER Garratt – a rarity to appear at 17B. It arrived at shed as result of a hot-box failure as the loco was on its way to Bromsgrove to be used on trial as the Lickey Banker.

LMS Garratt – he mentioned he was thankful that he never had the opportunity to fire one because, in his words, it would have been like firing a dance hall.

Dave also commented on some engines that were unusual to Burton:

633 4-4-0 fitted with Dabeg water feed – he had the opportunity to fire this loco and he was keen to try out this apparatus. Whilst the water feed worked well, it was impossible to keep steam tight and so the driver's vision was completely obscured and the driver quickly told Dave he could not use it again.

More famously, the five locomotives fitted with the Reidinger valve gear were all allocated to Burton for maintenance purposes. As these were different to the ordinary Crab locos, if a problem was experienced with them elsewhere on the railway system, a fitter from Burton Shed had to go out and attend to them. As a result, Dave viewed them as 'good-earners'.

A major feature of the town of Burton was the Brewery railway system and because some of its locos worked on to BR metals, they had to be checked annually by BR staff. This was a job that everyone in the shed wanted to be involved in as there was free beer on offer at each brewery depot!

Late in life, about 20 Jubilees were allocated to Burton. These were in a poor condition when they arrived but were so well-maintained by the fitting staff that they were much sought after by other sheds when short of motive power.

Dave mentioned many classes of locomotives, but his pet loco - which was a *diesel*! This was D2859 which was solely maintained by him, even to the extent of his coming in on Sunday mornings after being appointed as fitter in charge at Overseal sub-shed. [Attendance 92]

Postscript: Since the show, David's book has been read by Dick Hardy who described it as one of the finest of its type he has ever had the pleasure to read. This is praise indeed from such a well-known railway figure. Dick has a wealth of railway experience and contributes each month to the magazine 'Steam World'. He has previously visited the Society and given presentations on his life and work experiences. It was on these occasions that he met David.

## **MARCH 2006**

Gavin Morrison is a prolific photographer with a lifetime's love of railways. His interest began in 1943 when his father bought him a 1/6d Ian Allan ABC to keep him quiet by train spotting on a journey to Scotland. He began taking black and white photographs in 1949 with a Box Brownie. In 1957, he progressed to colour slides and all these years later, he is still using them, taking an average of ten pictures a day. And, as you might expect, he is perfectly content and the advent of digital photography has not helped to change his mind one iota. In contrast to his father's outlay of 1/6d, Gavin said that the best 7/6d he spent was on the British Locomotive Shed Directory. With this trusty book and a pass valid for sheds in Scotland, he visited and took photographs in sheds up and down Great Britain.

On his previous visit to Burton, he had showed slides that were taken in 1961, 1971 and 1981. This time, on his second visit, his slides had been taken between 1957 and 1960, and from 1975 onwards. In his own words, we were to see "200 slides both old and new of pure nostalgia". As befitting a Yorkshireman, the locations were weighted towards the West Riding, but we did see Midland Compound 1000 at Derby in about 1958. By chance, he happened to be in Norway on the one day in the year when some trains were steam-hauled. He also talked himself into the cab for a ride on a diesel there – not bad for a non-Norwegian speaking Englishman negotiating with a non-English speaking Norwegian driver! Another European trip took him to Austria, and closer to home, he was at the Stockton and Darlington Cavalcade in 1975.

The presentation was delivered without notes and despite his opening remarks about memory failing with age he had amazing recall of places, locos, trains and sheds. This meant he gave interesting background and detail for each slide. There was also lots of dry humour sometimes directed at modern conditions and practices. Gavin was particularly disgruntled because many of his best locations were no longer usable because his least favourite tree, the silver birch, had been allowed to grow unchecked thereby spoiling the view. He also told us



of the time when the up and the down "Thames-Clyde" expresses crossed at Leeds and how passengers regularly used to board the one going in the wrong direction.

There was something for everyone in the presentation, mainly steam, but as Gavin said there was a period after steam when he did not photograph diesels - something he now regrets but which he later remedied. Unusually, he seems to take more shots from above than the average photographer, but then he is no average photographer. Perhaps it is a reaction to those silver birches! However, the slides really were first-class and, not surprisingly, they are heavily in demand by Ian Allan. One of my favourites was of a Class 5 struggling up the 1 in 50 at Bradford, but there were just so many high quality ones to choose from. Gavin said that the number of slides he had shown us in his two visits accounted for only 0.2 per cent of his total collection. That being the case, I hope we will be seeing him again - soon.

108 people turned up for this meeting and thoroughly enjoyed the evening.

## **FEBRUARY 2006**

The 1<sup>st</sup> February was the occasion of the annual Preserved Steam on Video (PSOV) presentation by Karl Jauncey (Kidderminster) and Dave Richards (Burton). They showed their latest DVD, 'Steam on the Mainline 2005', which was a compilation of highlights taken from many hours of footage shot last year.

The locations were many and varied, ranging from Dawlish to Carlisle, and Barmouth to Goole. And, of course, the preserved locomotives were there: Manor 7802 'Bradley Manor'; Coronation 6233 'Duchess of Sutherland'; Castle 5051 'Earl Bathurst'; 'Battle of Britain' 34067 'Tangmere'; West Country 34045 'Ottery St Mary'; B1 61264; King 6024 'King Edward I'; BR Standard 8 71000 'Duke of Gloucester'; Jubilee 5690 'Leander'; 8F 48151; Castle 5029 'Nunney Castle'; BR Standard 4 76079; 'Princess Royal'; 6201 'Princess Elizabeth'; A4 60009 'Union of South Africa'; and Black 5s 44996, 45231, 45305 and 45407.

It was very hard to pick out favourite parts of the DVD so beautifully was it filmed with well-selected sites, beautiful scenery, and, in most cases, locos working hard. PSOV cameramen have a knack of finding unusual locations for filming - one persuaded a local house owner to allow him to stand on the roof of her outside toilet so he could film the 'King' topping the Lickey Bank!

In his vote of thanks, Mark Ratcliffe mentioned that the popularity of the PSOV presentations could be judged by the facts that the club's car park was full at 7 o'clock and cars were being parked far and wide, and the hall was filled to its capacity of 150. Significantly, it was the first time ever that the bar had run out of glasses! He summed up the general sentiments of the audience when he described the presentation as "two hours of magical entertainment".

## **JANUARY 2006**

The first presenter in the New Year was Alan Willmot from Hemel Hempstead who was making his first visit to the BRS.

His presentation was titled 'BR in Steam Days 1950 – 1968' and consisted of five films made by British Transport Films, a special unit established in 1949 to produce films for the British Transport Commission. All its films are now under the control of the British Film Institute.

The programme opened with 'Train Time' which, in 1952, had been on general release to cinemas where it had supported the feature film 'The Gift Horse'. It showed 'a typical day' in the life of BR's operations.

The second was an instructional film aimed at schools and colleges. Its title was 'Teamwork of the Track' and followed 25-hour servicing of BR Class 5 73020.

The third (also from 1952) was made to promote BR's special train and events businesses. 'Farmer Moving South' showed the 'lock, stock and barrel' movement of a complete farm from Stokesley in Yorkshire to Hartfield in Sussex. Alan said that this film was a classic, and what a story it told: the planning and movement of all the farm's livestock (cattle, pigs and poultry), tractors and farming equipment, and household goods and furniture, carried out over the coldest night of the year, and a train journey of over 18-hours. The biggest laugh of the evening was the sight of attempts to unfreeze the chicken house from the ground by setting fire to straw placed around it.

After the break, we saw the fourth film, 'Grand Steam Cavalcade' which was made on 31 August 1975 to celebrate the 150<sup>th</sup> anniversary of the world's first passenger train operating on the Stockton and Darlington Railway. It showed a procession of locomotives from a replica of 'Locomotion' to 'Evening Star'. A nice touch by the film-maker was that the 'Cast in Order of Appearance' listed the locos and not actors!

The last film, and one of Alan's favourites, 'Forward to First Principles' was made in 1966.

Our thanks also go to Matlock Railway Club for the loan of its ciné projector and to Les Henshaw of Matlock who looked after Alan and acted as his assistant projectionist.